



# The China Mail.

ESTABLISHED 1845

NOTES ON WILD  
LIFE IN HONGKONG  
AND SOUTH CHINA.  
By the Rev. O. A.  
BUNBURY, M.A.  
To be had at the  
"China Mail" Office.  
Part I Revised Price 10 Cts.  
Part II 15 Cts.

No. 15,907.

號九廿月四年四十一百九千一英

HONGKONG, WEDNESDAY, APRIL 29, 1914.

庚申年三月廿四日

PRIME, \$3.00 Per Month

## THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

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WINE & SPIRIT MERCHANTS  
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PROFESSIONAL TATTOOER.  
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No. 12, Queen's Road East,  
Hongkong. Oct. 2, 1913. 1190

## SPORTING.

### Tennis.

#### LAST NIGHT'S DOUBLES.

The mixed doubles handicap at the  
Hongkong C. C. courts last evening  
provided a big attraction. R. Hancock  
and Mrs. Beavis beat H. A. Nisbet and  
Mrs. Gudge in two successive sets and the  
scores were 6-3, 6-3. The match was a  
keen one in which Hancock did some ex-  
cellent net work. Mrs. Beavis played a  
strong game and specialized in hard drives  
to the back line which caused much trouble.  
H. A. Nisbet played very steadily but  
his drives were not as effective as they  
might have been. Mrs. Gudge was an  
excellent partner. Hancock and Mrs.  
Beavis now meet in the final Humphreys  
and Mrs. Armstrong who conquered  
Stewart and Mrs. Maitland.

In the doubles handicap Murphy and  
Sandford secured a win of three straight  
sets over Joseph and Penman with the  
following scores 6-2, 6-2, 6-2. The  
winners received 5.5 and the losers owed  
20. Play was very fast and provided a  
keen and interesting game. Murphy's  
service proved invaluable and Sandford  
also scored well with the first delivery.  
Joseph and Penman put up a good  
resistance but were beaten by superior  
players.

### Billiards.

#### SOLDIERS' CLUB TOURNAMENT.

The semi-finals commenced at the  
Soldiers' Club last night, when the 88th  
Coy., R.G.A., and Police and Wardens  
met. The other semi-finals are the  
Hongkong Volunteers and Royal En-  
gineers (A).

The opening pair were Gunner Grover,  
R.G.A., and Warden Field of the com-  
bined team. There was nothing to choose  
between the players for a while; a 24  
break gave Grover a lead but this was  
nullified by Field, whose successive visits  
to the table yielded a 26 and 16. A twenty  
lead by Field, 149-129 was wiped out by  
Grover's 23 break and he monopolized the  
scoring at the end of the game, winning by  
42 points. Breaks:—Grover, 24, 20, 14,  
14, 12, 11, 10; Field, 20, 14, 14, 12, 10.  
Scores:—Grover, 250; Field, 208.

In the second game the positions were  
reversed and the Police and Wardens had  
a good winner in Warden Gibson, who was  
a better player than C. S. M. Bliss, R.G.A.  
Bliss only led once, 83-79, after which  
Gibson had it mostly his own way, breaks  
of 22, 19, and 16 putting him in possession  
of a good lead. Only the persistent plod-  
ding of the Sgt.-Major kept the margin  
within reasonable limits, the Warden finally  
winning by 64 points. Breaks:—Gibson,  
22, 19, 12, 10. Bliss, 17, 15, 14, 13,  
10. Scores:—Gibson, 250; Bliss, 180.

The Police and Wardens hold a lead of  
twenty-two; the team scores are:—  
Police and Wardens ... 458  
88th Coy., R.G.A., ... 426

### A PARENT'S DUTY.

YOUR boy is always getting scratched  
or cut or bruised. Because these  
wounds have healed all right is no sign  
they always will. Get a bottle of Cham-  
berlain's Pain Balm and see that every  
injury is cared for immediately. You can  
get nothing better, and blood poisoning is too  
dangerous a disease to risk. For sale by  
all Chemists and Druggists.

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is simply PURE FRESH MILK



IT POURS

out of the tin like the best quality

FRESH MILK

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	
HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 29th APRIL.	
8 A.M. 'HEUNGSHAN.'	8 A.M. 'HONAM.'
10 P.M. 'KINSHAN.'	5 P.M. 'FATSHAN.'
THURSDAY, 30th APRIL.	
8 A.M. 'HONAM.'	8 A.M. 'HEUNGSHAN.'
10 P.M. 'FATSHAN.'	5 P.M. 'KINSHAN.'

### REDUCTION IN SALOON FARES

Commencing from April 1st the Saloon passenger rates by the Companies' Steamers  
will be reduced to:—

Single Fare by Night Steamer	\$ 6.00
Return Fare by Night (available also for Return by Day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

The attention of the travelling Public is drawn to the comfort afforded by the  
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at  
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without  
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.	
'S. S. SUI TAI'	'S. S. TAISHAN'
HONGKONG TO MACAO.	MACAO TO HONGKONG.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.	Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.	Sundays at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

### EXCURSION TO MACAO.

The Company's Steamship "TAISHAN,"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M., and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street  
Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.  
FARES AS USUAL.  
CANTON-MACAO LINE.  
'S. S. SUI TAI'.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 8.30 P.M.

CANTON-WUCHOW LINE.  
'S. S. SAINAM', 568 Tons, and 'S. S. NANNING', 568 Tons.  
One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday  
and Friday, at about 8 P.M., and the other leaves Wuchow for Canton every Monday,  
Wednesday and Friday at about 8.30 A.M. Round trips take about 5 days.  
Passengers can return to Hongkong or vice versa by the Company's direct steamers  
'LINTAN' and 'HANUI'. These vessels have superior Cabin accommodation and are  
lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSIONS (First Floor),  
Opposite Blake Pier.

## HONGKONG ELECTRIC CO., LTD.

### REDUCTION IN PRICE.

FROM 1st May, 1914 the price of  
current will be reduced to the follow-  
ing:—

Electric Light and Fans...	\$0.24 per unit
Power, Lifts, Heating and Cooking...	\$0.07
Power to Electric Hour Consumers...	\$0.05

Discounts will remain as before.

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, April 29, 1914.

## BUSINESS NOTICES.

## FAIRALL & CO.

ALL NEW MATERIALS FOR SUMMER WEAR

NOW IN STOCK

NEW MODELS IN  
WASHING FROCKS, BLOUSE  
LINEN SKIRTS  
INEXPENSIVE FASHIONABLE MILLINERY

OF  
EVERY DESCRIPTION.

Telephone 644

Hongkong, April 29, 1914.

2 Peddar Street.

1900

## GEORG STEIGER.

GERMAN SAUSAGE FACTORY

(Deutsche Wurstfabrik.)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can  
be obtained already sliced by  $\frac{1}{4}$  and  $\frac{1}{2}$  lb. etc.  
Beef and Pork sausages made fresh every morning.  
Special arrangements will be made with Hotels, Canteens,  
Boarding-houses, Ships, Picnic parties, etc.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.

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## PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,  
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NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
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ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

### WHO'S WHO IN JAPAN.

EDITED AND PUBLISHED BY S. KURIYA.

The first (1913) edition already issued.

BIOGRAPHIES of over 5,000 people  
who are well-known in society and of  
several hundred foreigners associated with  
Japan appear in the book. Quite new  
materials and accurate sketches, both being  
utterly free from prejudices.

Many portraits are inserted. The book  
contains over 1,400 pages.

The price is now 5 (12/6) or 83 per copy.  
Orders for the book should be accompanied  
by payment.

Subscribers for the second annual edition  
of "Who's Who in Japan" will be allowed  
a reduction of one yen.

The registered postage is 18 cts. to Korea  
and China 40 cts. and to Europe & America  
70 cts. or 35 cts.

It is a Good Advertising Medium.

Many influential papers of the world  
noticed this work in the highest terms.

For example, The Daily Mail says:—  
Yet another "Who's Who" and this  
time from Japan! The reader is apt at  
first to regard it as a curiosity, as a sign  
that the East has now become Western  
materially almost to the last detail. But  
"Who's Who in Japan" is far more than  
a curiosity; it is a very sound and useful  
reference book. It is printed in English  
and contains brief biographies, on the  
accepted model of prominent men in Japan.  
Mr. Kuriya is a skilful editor and has done  
his work well.

"Who's Who in Japan" Publishing Office,  
No. 5, 1-chome, Uchisaiwaicho,  
Kojimachi-ku, Tokyo.

### PEAK TRAMWAYS COMPANY, LIMITED.

#### TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 a.m. to 10.00 a.m.	Every 10 minutes
10.00 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 12.45 p.m.	Every 15 minutes
12.45 p.m. to 1.15 p.m.	Every 10 minutes
1.15 p.m. to 1.45 p.m.	Every 15 minutes
1.45 p.m. to 2.15 p.m.	Every 10 minutes
2.15 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 8.10 p.m.	Every 10 minutes

NIGHT DAYS.

8.10 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m.	every half hour.
11.00 p.m. to 11.45 p.m.	every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 10 minutes
11.00 a.m. to 12.00 p.m.	Every 15 minutes
12.00 p.m. to 1.00 p.m.	Every 10 minutes
1.00 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 6.00 p.m.	Every 10 minutes
6.00 p.m. to 7.00 p.m.	Every 15 minutes
7.00 p.m. to 8.10 p.m.	Every 10 minutes

NIGHT CARS as on Week Days

SATURDAYS.

Extra Cars at 12 midnight  
SPECIAL CARS by arrangement at the  
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General Managers.

## BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LTD.

## Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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FOR BREAD

## WEISMANN'S

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## WEISMANN'S

FOR CHOCOLATES

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Absolutely the Best Imported: only 75 cents per lbs.

THE

## ALEXANDRA CAFE CO.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two shipways and can accommodate any craft  
of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 450.  
Shipyard, Sham-Sat-Po, Kowloon, HONGKONG.  
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.



## CALDBECK MACGREGOR & Co.

ESTABLISHED 1864.

SOLE AGENTS FOR

## FALCON PILSENER BEER

The only genuine imported Pilsener Beer sold  
at so low a price.

Per 1 dozen quarts \$3.00

Per 1 dozen pints 2.00

(Plus Government duties for local orders.)

## THE CARLTON HOTEL

Recently Renovated and Refurnished,  
Self-Contained Suites of Apartments with Private  
Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading  
and Writing Rooms.

Under Personal Management of

O. S. OWEN, Proprietor.











## RANKS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... £15,000,000  
RESERVE FUND... £1,500,000  
STOCK... £1,500,000  
DIVIDEND... £1,500,000  
RESERVE LIABILITY OF PROPRIETORS... £15,000,000

COURT OF DIRECTORS:  
Hon. Mr. D. Landale—Chairman.  
W. L. Paterson, Esq.—Deputy Chairman.  
S. H. Dodwell, Esq., F. Lieb, Esq.,  
G. T. M. Ekins, Esq., J. A. Plummer, Esq.,  
O. S. Gabbay, Esq., Hon. Mr. E. Shollim,  
P. H. Holyoak, Esq., H. A. Stebb, Esq.,  
C. Landgraf, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STABB.  
MANAGERS:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits:  
For 3 months 2 1/2 per cent. per annum.  
For 6 months 3 per cent. per annum.  
For 12 months 3 1/2 per cent. per annum.  
N. J. STABB,  
Chief Manager.  
Hongkong, April 22, 1914.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.  
N. J. STABB,  
Chief Manager.  
Hongkong, July 1, 1912.

## THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

PAID-UP CAPITAL... £1,200,000  
RESERVE FUND... £1,200,000  
RESERVE LIABILITY OF PROPRIETORS... £1,200,000

## FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,  
Acting Manager.  
Hongkong, March 31, 1914.

## THE MERCHANTS BANK OF INDIA, LIMITED

Authorised Capital... £1,600,000  
Subscribed... £1,250,000  
Paid-up... £625,000  
Reserve Fund... £465,000

## BANKERS.

BANK OF ENGLAND.  
LONDON JOINT STOCK BANK, LIMITED.

## INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,  
Manager.  
Hongkong, July 1, 1913.

## THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL... ¥40,000,000  
PAID-UP CAPITAL... ¥30,000,000  
RESERVE FUND... ¥18,000,000

## HEAD OFFICE—YOKOHAMA.

(BRANCHES AND AGENTS AT)

AMSTERDAM, LONDON, BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, KOREA, MANILA, Peking, SHANGHAI, SINGAPORE, Tientsin, YOKOHAMA.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

SHI OHO,  
Manager.  
Hongkong, April 6, 1914.

## TIME TABLE.

## Kowloon-Canton Line.

OUT	IN
Kowloon 12.45	6.50
Hung Hom 12.54	6.59
Yau Ma Tei 1.03	7.08
Sha Tin 1.12	7.17
Tai Po 1.21	7.26
Tai Po Market 1.30	7.35
Sha Tin 1.39	7.44
Yau Ma Tei 1.48	7.53
Hung Hom 1.57	8.02
Kowloon 2.06	8.11

## Golf Train—Sundays Only.

Kowloon 8.45	Tai Po 9.10	Sha Tin 9.27
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## Sha Tau Kok Branch.

OUT	IN
Fan Ling 6.05	8.20
Sha Tau Kok 6.15	8.30

## Kowloon-Canton Line.

OUT	IN
Canton 7.00	7.10
Shum Chun 8.05	8.15
Shueung Shui 8.12	8.22
Fan Ling 8.16	8.26
Tai Po Market 8.26	8.36
Tai Po 8.32	8.42
Sha Tin 8.43	8.53
Yau Ma Tei 8.54	9.04
Hung Hom 9.02	9.12
Kowloon 9.05	9.15

## Sha Tau Kok Branch.

OUT	IN
Sha Tau Kok 7.10	9.25
Fan Ling 7.15	9.30

## HOME SPORT.

(Continued from page 1.)

In faultless fashion all over the table. Spells of scoring at the head of the board were sandwiched by billiards in most parts of the table, and when the session closed the champion was in possession with 482 (unfinished). The leader had an aggregate of 751 and an average of 83 per innings to the 233 and 25 of his opponent, the interval score being:

Human (in play) 17,232

Reece 12,325

Continuing his big break at night, Human soon came to grief, for, having increased the effort to 401, he in playing left-handed for a very thin losing hazard missed the shot. At his next attempt the leader ran up 60, and then for quite a while he was almost beamed. Three, two, had a half-fit of the sleeve, and on each side easy strokes were frequently missed. For seventeen innings the best break of the Lancashire was 53, while his opponent was many times to the table for a chief run of 43. Eventually Reece came out with 62 and 54, while Human placed breaks of 63, 61, and 62 to his credit. The Oldham player hereabouts treated the spectators to some very taking cannon play, for a combination of 63 included as many as forty of these very taking shots. Two innings later Human strung together 131, and following this with 43 and 63, he got within two of a game. He had his opponent's ball hanging over the pocket, but at the request of some of the spectators declined to "pot." Reece made "No," and a white loser gave the leader the championship. Final scores: Human 18,000; Reece 12,825. Mr. Williams officiated as referee.

## RACQUETS.

## The Amateur Championship.

H. W. LEATHAM BEATS E. M. BAELEIN.

Contrary to expectations, E. M. Baerlein, six times the holder of the Amateur Singles Racquet Championship, was beaten in the final round of the event at Queen's Club, West Kensington, on Saturday, March 28. It must be said, however, that he showed little of the brilliant form which had formerly gained him the title. His falling off was principally in his service. He never found a length, the ball almost invariably dropping off the wall for an easy return. The service of Mr. H. W. Leatham, his opponent, was not much better, consequently the race was generally won at the end of a rally. In the court there was little to choose. Both made many brilliant low shots, but on the whole it cannot be said that the racquet was of a high standard.

Mr. Leatham won the spin and ran up four aces, and two low returns with which he finished each rally gave promise of a good match. After a couple of unproductive innings to each Mr. Baerlein equalised, a good low shot putting him out. Then the hands were small and unproductive, no sequence higher than a couple being recorded, until Mr. Leatham won the game with a run of three.

Serving well at the beginning of the second game, Mr. Leatham added four aces, and after Mr. Baerlein had failed, he went to "9-love." The leader was strong on his back-hand, and the rally was often finished with a good shot down the left-hand side. Mr. Baerlein made a move, with three, but the hands were small afterwards, nothing more than a couple being made by either player.

Up to this point Mr. Baerlein had been quite off his game, but he suddenly improved, after Mr. Leatham had put on four, with a sequence of six. Here he served better and made use of the side walls in his returns with effect. Mr. Leatham was put out three times without scoring, and Mr. Baerlein reached 11-4. The Oldhamian added one more ace, and then Mr. Baerlein ran out with four.

In the fourth game Mr. Baerlein, continuing his hand, scored two more aces, possession being lost by a splendid unreturnable low shot off the service. Then in seven innings the only score was an ace to Mr. Baerlein, who, however, later made a sequence of five. Mr. Leatham followed with his only ace in the game, and in the end Mr. Baerlein went out with another sequence of five.

The last game seemed considerable enthusiasm, the result hanging in the balance until Mr. Leatham scored the

final ace. To begin with Mr. Baerlein, by the aid of runs of four and three, attained 8-3, and after sixteen more innings he got to 11-8. Each had a barren hand, and Mr. Leatham with a sequence of five took the lead at 13-11. A desperate fight took place, each putting the other out several times without scoring before Mr. Leatham with a great service went to game ball. Mr. Baerlein followed with an ace, and after both had again failed Mr. Leatham scored the necessary ace. Details:

The holder, E. M. Baerlein (Middlesex) did not defend his title.

Previous winners: 1888, C. D. Buxton; 1890, E. M. Butler; 1890, P. Ashurst; 1891, H. Phillips; 1892 and 1893, E. M. Baerlein; 1894, 1895, 1896, 1897, 1898, 1899, and 1900, H. K. Foster; 1901, T. D. James Longworth; 1902, E. H. M. Foster; 1903, E. M. Baerlein; 1904, H. K. Foster; 1905, E. M. Baerlein; 1906, Major S. H. Sheppard; 1907, E. B. Noel; 1908, 1909, 1910, and 1911, E. M. Baerlein; 1912 and 1913, E. S. Foster.

## ARMY RUGBY CUP.

## Final Tie.

1st Gloucester Regt. (Bordon) v. 2nd West Riding Regt. (Dublin).

This tie was played at the Army Athletic Ground, Aldershot, on Saturday, March 28th, in splendid weather, before some 2000 spectators.

The officers' endeavours were full, and amongst those present were Lieut. Gen. Sir Douglas Haig, K.C.B., and the Hon. Lady Haig, Maj. Gen. S. H. Lomax, Maj. Gen. Sir A. J. Murray, K.C.B., Maj. Gen. C. E. Heath, C.B., and Col. Ward (late A. P. Dept.). The result was a surprise, at least unexpected, both teams giving very different displays to when they won their semi-finals. The Gloucesters were favourites, but they never looked like winning, and made a big mistake in dropping the Murray for Lance-Corpl Cooper as stand-off half. The latter ruddy took the ball close from his scrum half, and was slow in getting rid of it. The reverse was soon when Sergt Greenhalgh, the West Riding scrum half, gave his man (Lieut. Oliphant) a severe, and he had a big share in the victory. So also did Drummer Rescudale at back, who tackled and tackled well all through. On the losing side Lance-Corpl Bilo at back was good up to the interval, but when facing the wind was faulty in gathering the ball, and this led to the second try. The West Ridings were the heavier pack and showed to advantage in the scrums, and their "threes" were superior to those on the opposing side. Play was kept close, and it could not be called a great game, but the tackling and touch-finding were extremely good. Had the Gloucesters opened out play, however, they would have done much better, instead of which their "threes" invariably played into the West Ridings' hands by trying to dribble through. The game had only been in progress ten minutes when Greenhalgh scored through and touched down by the flag, but Hirst's goal-kick failed. The Ridings were packing well, but all handling was clumsy, and no further score was made before the interval. With the wind in their favour the Ridings attacked, and twice Bilo was in difficulties through faulty gathering. Play was in the Gloucesters' hands, and, failing to kick away from a scrum, this was beaten, and Thompson dived over near the corner flag. Again Hirst failed from such an oblique angle. The Gloucesters made a fine recovery, and racing to the other end and narrowly contested a scrum on the five yards line, but Cooper spoilt the chances by failing to gather quickly from Hirst. During some close play in mid-field Yalden intercepted a high pass, and swinging out to his left, ran fairly yards to obtain the best try of the match. Hirst's kick went three yards wide. This try came after fifteen minutes' play, and was the last score of the match, the result being: 2nd West Riding Regt. two tries (6 points); 1st Gloucester Regt. one try (3 points). At the conclusion Lieut. General Haig complimented both teams, and remarked that all present enjoyed the splendid struggle. He rejoiced that the men had taken so kindly to the handling code: it was what they wished soldiers to do.

## BANKS

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Fixed Deposits 12 months 4 per annum Do. 6 months 3 1/2 Do. 3 months 3 Do.

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Hongkong, March 3, 1914.

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At 100 cents per Dollar Mexican.

## Butcher Meat.

Beef Sirloin & Prime Cut—Moi Lang Pa	10	18
" Corned—Ham Ngau Yu	18	18
" Roast—Shiu	19	19
" Breast—Nagu Lam	19	19
" Soup—Tong Yuk	19	19
" Steak—Ngau Yuk Pa	19	19
" Sirloin Cottom—Ngau Lau	19	19
" Sausages—Ngau Chang	19	19
Jullock's Brains—Know	19	19
Tongue fresh—Ngau Lau	19	19
" Corned—Ham Ngau Yu	19	19
" Heart—Ngau Sun	19	19
" Hump, Salt—Ngau Kin	19	19
" Feet—Ngau Kark	19	19
" Kidneys—Ngau Yiu	19	19
" Tail—Ngau Mai	19	19
" Liver—Ngau Koc	19	19
" Tripe (undressed)—Ngau To	19	19

## Calve Head &amp; Feet—Ngau-chai-tan-kai.

Mutton Chop—Young Pui Kwai

Log—Young Pui

Shoulder—Young Shao

Pigs Chittlings—Chu Chong

Brains—Chu Know

Feet—Chu Kark

Chu Char

Head—Chu Tau

Heart—Chu Sun

Kidneys—Chu Yiu

Liver—Chu Chu

Port, Chop—Chu Pui Kwai

Log—Chu Pui

Fat or Lard—Chu Yau

Chu Trap Pig's Fry

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Ducks—Ap

Doves—Pan Kan

Eggs, Hen—Kai Tan

Fowls, Canton—Kai Tan

Hainan—Hoi Nam

Geese, Wild—Shang-hoi Yee Ngo

M. & C. Deer—Wong Keng

Hare, Shanghai—Ta Chai

Partridge—Che Khoo

Phasant—Shan Kai

Pigeons, Canton—Pak Kip

Hothow—Hoi Hoi Pak Kip

Quail—Um Chun

Rice Birds—Wo Yee Cheur

Snipe—Sa Choy

Turkeys Cook—Phor Kai Kung

Hen

Wild Ducks, Shanghai—Shang-hoi Kai Ap

Teal—Sui Ap Chai

Wild Ducks Canton—Sang-Shing Kai Ap

Fish

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Bin Yu

Carp—Li Yu

Catfish—Chik Yu

Gadfish—Man Yu

Grobs—H

Grass Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lan

Dog Fish—Tio Sa

Eels, Conger—Hoi Maan

Fresh water—Tam Si Y

Yellow—Wong Sin

Frog—Tien Kai

Gardens—Sai Pan

Gudgeon—Pak Kip Yu

Herrings—Tio Pak

Halibut—Cheung Kwai Kip

Lobster—Wong Fa Yu

Loach—Wa Yu

Lobsters—Hoi Ha

Mackerel—Chi Yu

Monk Fish—Mung Yu

Mullet—Chai Yu

Oysters—San Co

Parrotfish—Kai Kung Yu

Parch—Tio Loo

Pike—Fa Pui Pong

Plaice—Pan Yu

Pomfret, Black—Hoi Chong

Pomfret, White—Pak Chong

Prayus—Ming Yu

Ray—Pai Fa Yu

Roach—Chai Yu

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Shark—Sa Yu

Shrimp—Ha

Snapper—Lap Y

Sole—Tio Sa Yu

Tonch—Wan Yu



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rooms, three minutes from town.  
Good view of harbour. Immediate pos-  
session if desired.  
For full particulars Apply to:—  
J. VINCENT BRAGA.  
Toys Kien Kaisha.  
Hongkong, April 24, 1914. 477

### TO LET

"FROM APRIL 1ST."  
THE FIRST FLOOR of No. 25, Des  
Vieux Road, Central. Suitable for  
Offices. Rooms can be let separately.  
Apply—DRAGON CYCLE CO.  
Hongkong, April 2, 1914. 416

### TO LET

UNFURNISHED, No. 4, Morrison Hill,  
containing 8 Rooms, with usual  
servants' accommodation.  
For further particulars.  
Apply Property Office.  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, April 4, 1914. 431

### TO LET

OFFICES in HOTEL MANSIONS  
From 1st MAY NEXT.  
Hongkong, April 9, 1914. 459

### TO LET

"LA HACIENDA E", No. 74, Mount  
Kellett Road.  
Apply CHATER & M'DY,  
No. 5, Queen's Road Central.  
Hongkong, April 2, 1914. 415

### TO LET

NO. 13, B. Macdonnell Road.  
7 Rooms besides 2 Bath Rooms and  
servants' quarters.  
View of Harbour sighted.  
Possession from 15th May, 1914.  
Apply to:—  
Ma. CHUNG WAILAM.

YAN ON M. & F. INSURANCE Co., Ltd.  
No. 203, Des Vieux Road Central.  
Hongkong, April 17, 1914. 490

### TO LET

FOUR-ROOMED HOUSES in Granville  
Avenue and Salisbury Avenue, Kowloon,  
Cheap rentals.  
SHOP with Godown attached, NATHAN  
ROAD, Kowloon.  
Kowloon Marine Lot No. 48 with Wharf.  
WINDSOR LODGE, Kimberley Road,  
Kowloon, 6 rooms and Tennis court.  
No. 3 MINDEN VILLAS.  
FLATS in Nathan Road and Humphreys  
Buildings, from 1st May.  
Apply to  
HUMPHREYS ESTATE & FINANCE  
Co., Ltd.  
Hongkong, April 4, 1914

### TO LET

OFFICES in King's Building.  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, Jan. 13, 1914. 862

### TO LET

ROGATE, Austin Road, Kowloon:  
unfurnished.  
No. 68 Peak, MOUNT KELLETT,  
(Church Mission Society Bungalow) till  
30th May 1914, partly furnished, Cheap  
rent.  
"No. 6 CAMERON VILLAS, No. 69  
Peak, to be let furnished for one year from  
1st May 1914."  
"No. 19th SHELLEY STREET".  
From 1st October 1913.

"No. 5 MOUNTAIN VIEW, newly  
painted and colourwashed."  
No. 12 BEACONSFIELD ARCADE,  
Shop.  
To let till 31st October, 1914, No. 64  
The Peak, seven rooms and drying room,  
furnished, including Electric fans and  
Telephone.  
No. 7, MOUNTAIN VIEW.  
No. 7, STEWART TERRACE, Peak.

FOR SALE  
"GLENSHIEL" 124 Barker Road,  
5 rooms, close to Tram Station.  
Apply to  
Linstead & Davis,  
3rd Floor, Alexandra Buildings,  
Hongkong, April 16, 1914. 61

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EVER ISSUED UNDER  
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COMMENCING THURSDAY, APRIL 30.

Maurice E. Bandmann presents the newly organized

BANDMANN OPERA CO.

Thurs. April 30

"Oh! Oh!! Delphine"

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Monday May 4

"The Marriage Market"

Tues. May 5

"The Balkan Princess"

Wed. May 6

"The Girl in the Taxi"

Thurs. May 7

"The Girl on the Film"

Doors Open at 8.30 p.m.

Commence at 9 p.m. Sharp.

Plans NOW OPEN at Montrie's.

Hongkong, April 23, 1914.

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### DEATH OF A MEDICAL MISSIONARY.

The Kaifengfu (Honan) correspondent of  
the "N. C. Daily News," writes on April  
16:

The community here have been plunged  
into great grief through the death of Dr.  
Sidney Carr on Wednesday last the 8th  
instant. He caught typhus fever while  
attending a patient in Chongchow and after  
a long and very trying illness of six weeks  
duration passed away peacefully. The  
funeral took place last Saturday and was  
attended by almost the whole for-  
eign community, representatives of each  
mission taking part. It was very touching  
to see the tokens of sorrow from the  
Chinese also, a number of beautiful  
banners were carried being presented by  
church members and hospital patients.  
The former hospital assistant, now a  
government doctor in the city, insisted on  
providing the coffin, while foreigners and  
Chinese took part in carrying it to the  
grave. Dr. Carr laboured in Kaifeng  
almost since his arrival in China in 1902  
and witnessed the commonest and the  
growth of the hospital work to its present  
dimensions. He also remained at his  
post during the trying days of the  
revolution. Dr. Carr leaves a widow  
and three children. His brother, Dr. John  
Carr, is working at Engyuefu and his  
sister, Mrs. Blane, at Tientsin. It is  
hoped that another doctor will be forth-  
coming to fill up the gap made in the  
ranks of medical missionaries, which have  
been so sadly depleted in the last year or  
two. The remaining doctor, Dr. Guinness,  
will thus have the responsibility of caring  
for a hospital of men and women who  
during the summer months is no light task.  
Dr. Carr has left a mark upon the com-  
munity among whom he lived and worked.

### GOLF TEST MATCH.

Rubber Core's Triumph.

(By Henry Lench in the "Daily  
Telegraph.")

There was excellent entertainment in  
much variety to be had on the course of the  
Savoy Lodge Club to the North of London,  
when the much-discussed match, in which  
the champions of the time were set to play  
against each other in rubber, was played  
with the rubber-core ball as at present in  
universal use and the departed gully,  
which, for all the lamentations for it in  
some quarters, has indeed gone beyond all  
recall.  
Such men as Braid, Taylor, Vardon, and  
Duncan, and in the afternoon Braid and  
Taylor took to the green, while the other  
pair were relegated to the things that  
flourished in the last century, the result  
being that Vardon and his associate were 5  
up at lunch, and then lost all but 1 in the  
afternoon, thus winning on the day by 1  
hole. In the second half of the afternoon  
round they did indeed lose all their money  
and advantages, but with a struggle at the  
end they just got in front again, and held  
the thinnest lead to the end.  
There was much to watch and wonder at  
in all that took place, and there were three  
hundred people there, but not all of them  
were of the proper understanding. Going  
to the fifth hole in the morning, a man in  
front of me asked of a friend, "Isn't that  
Taylor?" and the answer was, "No, it's  
Taylor!" Yet the plain truth was that it  
was Braid! And there were the great  
trifles, each man a five-times cham-  
pion! An official discovered a lady trans-  
porting through a bunker contrary to all pre-  
vious warning, and begged of her to desist.  
"But if I get into these nasty places I  
must get out of them!" she retorted, with  
better golfing sense than, perhaps, she  
realized.

### DRIVING TEST.

One of the most interesting features of  
the day's programme was the driving test  
that was made just after lunch, for it gave  
us some definite figures that were needed.  
Each of the four players took two balls of  
each kind and drove his best with them.  
Longest distance was achieved by Braid,  
who drove a rubber-core ball a little over  
278 yards, while Duncan with a gully just  
passed the 240 yards mark. These were  
the best achievements, and they were fine  
ones. Of course, all the day the gully  
was badly beaten in the long game.  
Not once except by accident did it get  
anywhere near the other ball, and at the  
first hole in the morning there was Dun-  
can, the rubber-core ball, and the other  
ball, and he was the longest, getting  
some eighty yards in front of Taylor with  
the gully and more than half as much in  
advance of Braid as well. He had been  
helped by his ball reaching a quick incline  
towards the end of its run, but all the  
length he gained did not enable him to risk  
the carry over the bunker guarding the  
distant green. In attempting to play  
short, however, he reached the hazard  
after all, so all were on the green in three,  
and only a successful long putt by Duncan  
gave his side the advantage they had look-  
ed for in another way. It is nothing what  
ever against Sandy Lodge (which was in a  
quandary) for a wooden club, some other  
courses might have shown up the real  
difference between these two kinds of balls  
much more boldly.  
All the men were playing tolerably well.  
Duncan, at the beginning of a season in  
which the greatest things are prophesied  
for him, has full confidence in his game,  
and he displayed a fine power and finish in  
this match. At a long second shot, when  
there has to be done some real hard forcing  
with a brassie, there is no man better than  
James Braid, and yesterday the way in  
which he worked his wood on to the dull  
and difficult solid ball was most admirable  
and impressive. Indeed, though he was  
ultimately on the losing side, I think he  
got a little more satisfaction out of this  
business than anyone else did. One time  
from the tee he suffered from a touch of  
slip in his stroke, and saw his ball lying  
rather heavily in rough grass. It was a  
dangerous lie for a wooden club, and he  
had had a rubber-core; yet with his  
brassie this master in resource de-  
spatched it in a way that suggested that  
even lead would not hinder him from his  
length.

### LOSING WEIGHT BY THE POUND

"Under Weight," a condition  
of ill-health, shows your assimi-  
lative powers are decreasing.

### WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the  
wanted nourishing and healthy  
food building materials. Very  
palatable.

OF ALL CHEMISTS

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### His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Commander.	Last report at
Alacrity	despatch-vessel	1850	2	9000	Comdr. Archibald Cochrane	Cruising
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. V. R. Brandon	Hongkong
Britomart	river gunboat	710	2	900	Lt.-Comdr. Q. B. Preston-Thomas	Yangtze River
Cadmus	aloop	1070	6	1400	Capt. M. R. Fibmaurice	Shanghai
Chalmer	torpedo boat destroyer	580	4	7300	Lieut.-Comdr. H. T. England	Cruising
Charub	water tank and tug	300	—	300	—	Hongkong
Olio	aloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Colne	torpedo boat destroyer	550	4	7500	Comdr. Seymour	Cruising
Fame	torpedo boat destroyer	580	6	5700	Lieut. Comdr. U. M. Blackman	Cruising
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	Cruising
Jai	torpedo boat destroyer	580	4	7500	Lieut. Comdr. G. F. A. Mulock	Cruising
Konnet	torpedo boat destroyer	580	4	7500	Lieut. Comdr. F. A. H. Russell	Cruising
Kinsha	river gunboat	818	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	aloop	1040	—	—	Lt. Comdr. Gibson	Lahou
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Cruising
Moorhen	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Cruising
Nightingale	aloop	85	2	240	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	580	—	7500	Lieut. Comdr. R. W. Wilkinson	Cruising
Romulo	depot ship, submarines	980	—	1400	Lieut. Comdr. F. A. N. Cronin	Cruising
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. Hutton	West River
Snake	river gunboat	85	2	240	Lt.-Comdr. M. T. R. Maxwell Scott	Yangtze River
Tamar	receiving ship	1850	—	—	Commodore R. H. Anstruther, C.M.G. Hongkong	Upper Yangtze River
Teal	river gunboat	180	2	800	Lt.-Comdr. S. F. B. Russell	Canton
Thistle	river gunboat	710	2	900	Lt.-Com. G. F. L. L. Page	Hongkong
Triumph	battleship	11,985	18	12,500	Comdr. A. S. Sasmann	Cruising
Uk	torpedo-boat destroyer	580	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo-boat destroyer	580	—	7500	Lieut. Comdr. C. A. Poignand	Upper Yangtze River
Widgeon	river gunboat	198	2	800	Lt.-Com. A. J. London	Yangtze River
Woodcock	river gunboat	180	2	800	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	800	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	5250	—	22,000	Capt. H. L. Cochrane	Hongkong
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillevie	Cruising
C.37	submarine	—	—	—	Lt.-Comdr. J. Gimes	Cruising
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.036	torpedo boat	—	—	—	Lt. Comdr. Barton	West River
.037	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quinn	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

\* Flagship of Vice-Admiral T. H. M. Jarram, K.C.R., Commander-in-Chief.

### Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Gun.	H.P.	Commander.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovits	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Kleber	French armoured cruiser	9730	12	19,600	Capt. Gault	Saigon
Montcalm	French flag-ship	9600	—	—	Capt. de Vaisseau	Shanghai
Decidie	French gunboat	845	10	1900	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dondet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Pelto	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagre	French gunboat	—	—	—	Lieut. Dupuy Duteemps	Tshong-Kin
Lynx	French sub-marine	—	—	—	Lieut. Dolux	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	560	7	300	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Rouven	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucaut, Commanding the local defense force in China						
Enden	German cruiser	3500	2	3500	Capt. v. Restorf	Saigon
Gunsenau	German armoured cruiser	11,000	—	—	Captain Brunninghaus	Tsingtau
Titis	German gunboat	900	19	1300	Comdr. v. Gohron	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German cruiser	3250	24	11,000	Capt. Behneke	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Kurnburg	German cruiser	3400	22	13,200	Capt. Miesner	Tsingtau
Other	German river gunboat	—	—	—	Capt. Lieut. Firls	Yangtze River
Scharnhorst	German flag-ship	11,600	26	26,000	Capt. von Schultz	Tsingtau
S. 80	German torpedo-boat	430	8	850	Capt. Lieut. Herrenberg	Tsingtau
Taku	German torpedo-boat	280	4	600	Obt. z. S. Claassen	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Becker	Tsingtau
Taigau	German river gunboat	223	4	1300	Capt. von Muller	Canton
Vaterland	German river gunboat	223	4	500	Obt. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1787	—	—	Capt. Anibal de S. Dine	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patrizia	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

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Name.	Class.	Tons.	
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### MARRIAGE.

JOHNSTON STEPHEN CURTIS—On the 21st April, at the British Consulate General, Kobe, before R. G. E. Foster Esq., H. B. M. Consul General, and officiating at the Catholic Church, by the Rev. P. Fago, RICHARD FORBES, son of Mr. and Mrs. J. Johnston Stephen, to CHARLOTTE HILDA VAUGHAN, only daughter of Mr. and Mrs. Alfred W. Curtis, of Kobe, Japan.

### MEMO. FOR TO-DAY.

6 p.m.—Annual Meeting of the Peak Church in St. John's Cathedral Vestry.

### MEMOS. FOR TO-MORROW.

Bandmann Opera Co's. Ret. on Visit Opening night.  
8 p.m.—Old Allegian Dinner.

### General Memoranda.

FRIDAY, MAY 1.—

Wigman Tennis Club "At Home".

SATURDAY, MAY 2.—

1.30 p.m. V.R.C. Athletic Sports.

Interport Shoot: Hongkong fire at Kowloon.

Royal H.K. Yacht Club's Ladies Day.

SUNDAY, MAY 3.—

9 a.m.—Excursion to Macao.

MON. MAY 4, TUES. 5, and WED. 6.—

Shanghai Spring Race Meeting.

WEDNESDAY, MAY 6.—

King's Accolade (10.10).

SATURDAY, MAY 9.—

Proclamation Day, King George V.

H.K. Volunteer Reserves Annual Dinner.

SUNDAY, MAY 10.—

5.31 a.m.—Full moon.

THURSDAY, MAY 14.—

11.30 a.m.—Hongkong Electric Co's. Meeting.

MONDAY, MAY 18.—

Canton Insurance Office Meeting.

## The China Mail

HONGKONG, WEDNESDAY, April 29, 1914.

### THE "TAI ON" PIRACY.

It is doubtless the case that the Police officials were of opinion that proper and effective steps were being taken to cope with would-be pirates, hoping to ply their nefarious exploits on vessels leaving Hongkong. The piracy of the "Tai On" proves the inadequacy of the measures adopted, and the frequency of such events likewise proves the need for more effective means to cope with an evil that is more serious than it was apparently believed to be. The Police are not to blame, as they, of course, honestly believed that their precautions would meet the needs that might arise, judged by past experience. They have, of late, caused some important steps to be taken with a view to nipping in the bud any incipient piratical outrages, and possibly by their efforts they may have prevented some nefarious outrages. The suggestions regarding the prevention of communication between decks and that wheelhouses should be protected by grilles and steel casings, were excellent, as is proved in this latest desperate encounter between officers and pirates. It is now perfectly obvious that the authorities will have to adopt measures to cope with possible piratical adventures of a much more serious character than they have yet deemed likely to occur. This last outrage exceeds in audacity and violence all that have preceded it during the past year—a year which will be notorious in the annals of the South China coast for desperate piratical crimes—and that, notwithstanding the care and attention that have been given to the frustration of such crimes. Desperate evils require desperate remedies, and pirates are not to be dealt

effectually in the "kid-glove" manner. What has been done has been on the right lines, and therefore a more enlarged and perhaps a more rigorous enforcement of the new regulations should prove equal to the occasion.

It certainly is absolutely necessary that a much more effective examination both of vessels and passengers should be made than appears so far to have been the case. It will necessitate the employment of a large number of men; but the exigencies of the case call for it clamantly; and it may be safely concluded that such drastic precautions will be merely temporary—at least it is devoutly to be hoped that it will be so. We again recommend the use of turnstiles at the wharves, as it is obvious that this is not only the best but the only sure way of examining passengers. Every vessel leaving with a large number of Chinese passengers should be thoroughly examined before the passengers are passed through the turnstiles, where they should undergo a careful scrutiny. Other remedies might also be adopted, but we venture to say that if the turnstiles are used and the rigorous examination made that we have advocated, much will be done towards preventing pirates secreting themselves on board in the guise of passengers.

China is still in a very unsettled condition and appears, especially in the south, to have a large number of desperadoes ready to risk their own lives and to sacrifice the lives of others in the hope of even a comparatively small return for their nefarious efforts. These desperate encounters necessitate the most rigorous attention on the part of the authorities, whose efforts must be renewed and, indeed, redoubled, if a stop is to be given to criminal practices that are more in keeping with the sixteenth than of the twentieth century. Turnstiles should be placed at the wharves, all Chinese passengers—men, women, and children alike—should be carefully examined on passing through vessels should be previously examined and no passengers admitted on board after the gangways have been cleared. At present it might be expedient that a torpedo or other light war vessel should make frequent trips between the Colony and the Delta.

### NEWS OF THE DAY.

#### LOCAL AND GENERAL.

Saturday has been selected as Ladies Day by the Royal Hongkong Yacht Club.

The members of the Bandmann Opera Company returned from Manila to-day by the s.s. Zafiro and are staying at the Carlton Hotel.

A Chinese on board the s.s. Korea from San Francisco was charged before Mr. Melbourne this morning with attempting to smuggle into Hongkong four cases of Californian wine. He was fined \$250.

The 126th Baluchistan Infantry will be relieved to-morrow by the 40th Pathans, from India. The Baluchis leave on the s.s. Dufferin on Monday, embarking from Police Pier, Kowloon, and will be stationed at Fort Sandeman.

The 87th Coy., R.G.A., Gunners Club had an enjoyable entertainment in the R. A. Theatre, Victoria Barracks, yesterday. Tea was provided in the afternoon, after which a whist drive took place. During the evening supper was served and a concert followed. Bomb. Constable, assisted by a committee, made the arrangements and Sergt. Cook Allison attended to the refreshments.

In the British Court at Shanghai on the 23rd inst. Sir Haviland de Senneville granted leave to appeal, fixing the security at £500, in the case of the owner of the s.s. Hokusei Maru v. the P. and O. S.N. Co., owners of the s.s. Oriental. Plaintiff claimed damages arising out of a collision between the two vessels, which took place in the Huangpo river on March 9.

#### SOCIAL AND PERSONAL.

Mr. and Mrs. Griffith, of the Shamone, and Mr. H. Percy Smith left by the Princess Alice yesterday for Home on holiday.

Capt. F. Lawes, R.G.A., and Lieut. J. H. Bradney, D.O.L.L., have passed an examination in colloquial Hindustani, held in the command on Monday last.

At Christ Church, Yokohama, on the 18th inst., a pretty wedding was solemnized, the couple being Miss Gladys Sarah Scott, youngest daughter of Mr. and Mrs. D. J. Scott, of London (formerly of Yokohama), and Mr. Berrie Deverson, youngest son of Mr. Charles Deverson, of London. The bride is a Yokohama girl, and the bridegroom is very popular in athletic circles.

## THE "TAI ON" PIRACY.

### VESSEL AFLOAT BUT COMPLETELY GUTTED.

### FORECASTLE AND STERN ABLAZE.

### CHIEF OFFICER EVANS DEAD.

Further details are to hand to-day in connection with the disaster of the Tai On and the incidents of the outrage which is the zenith of piratical attack provide an almost incredible story. The Tai On is as present on her way to the Harbour being towed by two small tugs sent off by the owners. Commander Taylor last night towed this vessel from Ki O to a point three miles W.S.W. of Bau Chau. He was unable to pilot the vessel further owing to the flood-tide. Numerous dead bodies were found on board and the vessel was still burning last night.

### Chief Officer's Body Found.

It is stated that the dead body of Chief Officer Evans, who was the European officer returned as missing last night, has been found. The discovery took place near the wreckage but we are unable to state who actually found the body. The officers, it will be remembered, agreed to keep together and jumped into the water at the given signal from Captain Weatherall. At the moment Chief Officer Evans took the leap he received a wound in the calf of the leg which probably absorbed his strength and prevented him from holding on to the burning ship as did his colleagues.

Evans was well-known on the Coast. He is about fifty years of age and practically new to the West River as he only joined the Tai On recently. He was formerly employed by the Hongkong and Macao Steamboat Company, but spent many years in India in the coast trade there.

### Das Rescued: Fate of Evans.

Das, one of the Portuguese on the Tai On, whose effective work was mentioned in yesterday's "China Mail," was rescued from the water, and is at present in Hongkong. He is said to have shot down 12 pirates and was in all probability the last living man to see Chief Officer Evans, whom he saw take the water at the moment he was shot by one of the gang.

### "Tai On" Expected to Arrive To-day.

Had it not been for the flood tide yesterday the s.s. Tai On or all that remains of her would probably have reached Hongkong during the night or early this morning. As stated in the China Mail yesterday Commander Basil Taylor boarded the Governor's launch Stanley and proceeded to the scene where the Tai On lay. He went on board and the night that met his gaze was a terrible one. All the inside of the boat had been gutted and she was still alight fore and aft. K. rows in the front part of the ship was feeding the smouldering remains whilst condensed milk was being gradually consumed by flames in the hold. Reaps of mangled bodies were found here and there and in some cases there was nothing left but congealed flesh which may have represented a dozen or so lives. "The stench was horrible," remarked Commander Taylor to our representative this morning. "I should say there were about twenty bodies on the boat but it is impossible to say how many as there are heaps of flesh which may have been many bodies."

The engines A & B, Commander Taylor added, were believed intact. Every piece of wood was gone and from stanchions hung limply over the hold, twisted and bent in all manner of grotesque shapes.

Commander Taylor said he took the Tai On in tow and brought her to a point three miles W.S.W. from Bau Chau which is inside British waters. He could not make any progress against the flood which met him at that point or he would probably have towed the vessel in this morning.

We understand that the owners despatched two small tugs to tow in the boat but it is not expected that she will arrive until to-day.

### The Captain's Gallantry.

The gallantry shown by the Europeans and the guard who successfully repelled two attacks of the pirates is worthy of the highest commendation. It is stated that Chinese came up the companion way and were literally shot down one by one by Captain Weatherall and his fellow officers. One authority says that when the pirates found they could not rush the bridge a member of the crew was seized and bound and held as a shield by a pirate who ascended the steps and called upon the captain to surrender. It was a critical moment but there was only one thing to do and that was to continue the fire. The first charge unfortunately killed the seaman and the second found its mark well in the stomach of the outlaw.

### Too Prisoners.

The police to-day will detain the rescued, and none will be released except on a personal bond. Several pirates are believed to be amongst the number. Altogether some 180 persons are in custody at Kowloon under the guard of the Water Police.

### Two Suspected Pirates.

Captain Lowingdon of the s.s. Tai Ming brought down two men from Wong Moon who are believed to be intimately connected with the piracy. Both men went on board as passengers but their manner was suspicious so they were put under arrest and handed over to the Water Police at Hongkong. One of the men was peppered with shot in his face, his arms and his body, and it was evident that he had received the discharge of a sporting gun.

### Captain Weatherall Interviewed.

Captain Weatherall, the master of the ill-fated ship, was interviewed last night by several representatives of the Press. He was obviously affected and much distressed over the trying time through which he has passed. His story was brief but to the point. "It was just about 10 o'clock when the rumour spread. The first officer was on watch. I had just entered my cabin and changed into my pyjamas when I heard shouts and shots on deck. I took down a shot gun which I keep always loaded and went on deck. I found the mate struggling with a Chinese who had swarmed up a stanchion from the forward deck. The chief officer told me he was shot, and I told him to go into my room and disposed of his assailant. With the assistance of the chief engineer and the two watchmen, I kept up a running fire and cleared the upper deck."

My attention was then attracted to the forward end of the ship where I saw another man swarming up the stanchion and I promptly shot him. After that firing was steadily resumed for twenty minutes or half an hour, when the pirates were firing from the stern of the ship on to the bridge. They were armed with Mauser pistols."

The watchmen stuck to their positions and fought well. Meanwhile with the assistance of the chief officer I had managed to get out the distress signals and fired them and also half a dozen rockets. By this time the watchman had cleared off the upper deck. About twenty minutes after the first shots were fired the lights went out. We lit blue lights in anticipation of another rush, and after about a quarter of an hour I saw a glare through the skylight. I believe the pirates fired the ship because they saw ships approaching in response to our signals. Soon after the first shots were fired the steering gear was put out of action, but when the fire started I dropped the anchor to bring the ship's head to the wind."

### THE TIGER RE-APPEARS.

Yesterday morning the Chinese servants employed at Bismar Villa, Pokfulam, were startled by the appearance of a tiger in the brushwood and, in a state of great agitation, reported the matter to the European occupiers. The beast, which the coolies say had stripes, was seen near the gate on the Pokfulam Road path. The Europeans gave chase and as the ground was wet, they were able to track the animal. The trail, however, was lost in the thick brushwood. The tiger was crossing the path when it was first seen.

### SIXTEEN BOMBS.

### IGNORANT OF CONTENTS OF SEALED TUBES.

The remanded charge against four Chinese for being in possession of 16 bombs at Sam Tai Po came before Mr. Wood this morning.

Mr. F. Brown, the Government Analyst, gave evidence and said the sealed tubes which he analysed contained sulphuric acid or vitrol, for the storage of which a license was required. The weight of the fluid was 11b 6oz.

The first defendant said he went to the second defendant's house where the tubes were in sawdust. He asked the second defendant what it was for, and he said for washing. He (the defendant) asked his companion to throw them away and he replied they could not throw them into the harbour or on the land as it would be unlawful.

The second defendant said the tubes were brought into his house a year ago by persons who had left.

Mr. 3 defendant said he was sleeping in the house on a Ching Ming festival. The last defendant said he had gone to draw his money. Sergeant MacKay said it was only three weeks ago since the house was cleaned out by the sanitary authorities.

Mr. Wood discharged the second, third and fourth defendants and fined the first \$10. He was of opinion the prisoners did not know what the tubes contained.

## THE "CHILDA" PIRACY.

### ANOTHER WEEK'S REMAND.

Mr. Sayer, the Assistant Superintendent of P. L. C., this morning asked Mr. Wood for a further remand in the charge against three Chinese—a woman and two men—who are accused of being concerned in the recent piracy of the s.s. Childa near Mendosa Island.

The police, said Mr. Sayer, were not ready to go on as they would rather wait until the prisoners detained at Macao had been extradited to Hongkong.

Mr. Wood: Where is the ship now?

Mr. Sayer: It is at present on its way to Bangkok and won't be back for another fortnight at least.

Mr. Wood: Do you ask me to remand them for another week?

Mr. Sayer: I do.

Mr. Wood intimated that he would have the second charge of being accessories after the fact preferred at the next hearing.

Prisoners were remanded as stated. The fourth person in the case has been discharged.

## THE "RULE OF THE ROAD" AT SEA.

The Marine Court this morning enquired into the charges of incompetency and misconduct brought by the master of the s.s. Tai Lee, James Wilton, against the master of the s.s. Tai Shan, Robert Alexander Birse. There was a counter charge by the latter against the former to the effect that on March 29 between Cheung Chau and Patung Island the s.s. Tai Lee did not observe International Collision Regulations, Art. 24.

The following composed the Court—President Basil Taylor, R.N., Lieut. T. D. Sharp, R.N.R., Master of the s.s. Empress of Japan; Mr. A. E. W. Hodgins, Master of the s.s. Hai-jang; and Mr. R. H. Rolfe, Master of the s.s. Yuen Sang.

Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for Wilton and Mr. W. V. Stevenson of Messrs. Deacon, "Looker, Deacon and Harston for Birse.

Capt. Birse, master of the Tai Shan, deposed that he left the wharf on March 29 at 8.57 a.m. He proceeded down the Southern Fairway following the s.s. Paul Beau. He was bound for Macao. He passed Green Island at 9.11 and Adamastor Rock at 9.40. A few minutes later he heard shouts from the passengers and looking astern saw the Tai Lee coming up on his starboard side.

He shouted to the quartermaster or to keep to the course. She was endeavouring to pass the Tai Shan and in doing so came within 30 feet of the Tai Shan. She did not actually pass his bow.

Mr. Dixon, questioning, was assured by Capt. Birse that the Tai Shan was not in the middle of the channel. Complainant doubted very much if there was room for a dozen vessels to pass. There was room to pass on the starboard side. The complainant said he had had some previous trouble with Capt. Wilton.

Mr. Sibbs, a passenger on the Tai Shan, said from Green Island to Dumbell Island the Tai Lee was behind and the Paul Beau in front. The Tai Lee came up on the starboard side and apparently wanted to overtake the Tai Shan. He saw the boat getting closer and closer and when the Tai Lee's bow were abreast the Tai Shan's smoking room she sheered off to the island and her stern came to within three or four feet of the Tai Shan. The latter vessel did not alter her course he was sure. He did not hear any signals or blasts from the Tai Lee.

Capt. Wilton of the Tai Lee said it was the first excursion trip of the vessel. He left Kowloon shortly after 9. The speed of the Tai Lee was 14 knots. Until they passed the Beacon Rock at Cheung Chau Island nothing happened. Passing the Beacon Rock the Tai Lee was close up by the Tai Shan which was almost in the middle of the channel. He attempted to pass the Tai Shan on the starboard side but did not blow a blast as he saw the master of the Tai Shan was watching the vessel. He surmised the bow of his boat had passed the Tai Shan two feet when the Tai Shan altered her course to starboard and after getting close to the Tai Lee sheered off. He passed the S.W. point in 15 feet of water. He was quite close to the rocks, and altered his course half a point. The Tai Shan forced him to within half a mile of the shore.

The Tai Lee steered very well and drew ten feet of water.

"It was your duty Captain," said Mr. Dixon, "to keep out of the way of the Tai Shan."

Captain Wilton: Yes, providing the vessel kept her course and speed.

Mr. Dixon: You took the lead and found rocks there, and instead of passing on the port side you passed on the starboard side. It was your duty with passengers on board to take every possible precaution.

Capt. Wilton said that had not the Tai Shan altered her course there would have been plenty of room to pass.

Mr. Harbison, a passenger on the Tai Lee, said when they passed the Tai Lee was about 100 yards from the Tai Shan. The boat was ahead when the Tai Lee came close to the Tai Shan. They came to within 15 or 20 feet of each other.

The Court found that the master of the s.s. Tai Lee rode dangerously near the Tai Shan and admonished him to be more careful in the future.

Mr. Dixon asked his witness to make a note that his corroborative evidence on behalf of the master of the Tai Lee was not called.

### SELVES THE WHOLE FAMILY.

The fame of Chamberlain's Cough Remedy is world wide. It is good for the deep-seated cough of the adult, or the croup and whooping cough of the child. The same bottle serves the whole family. For sale by all Chemists and Storekeepers.

## OIL TANK BLAZE.

### TERRIFIC FIRE AT LAI-CHI-KOK.

#### Big Destruction of Oil.

Standard Oil Co.'s Installation Threatened.

What is probably the biggest blaze ever seen in the history of the Colony broke out yesterday afternoon and is still raging at the Standard Oil Co.'s installation at Lai-chi-kok, on the mainland at the back of Stonecutters' Island.

The outbreak, which is thought to have been caused by lightning, was noticed at about 3.45 in No. 5 tank, towards the western end of the installation, and a huge column of dense black smoke and oil vapour, visible for many miles around, issued from it.

At night the scene was an awe-inspiring one. By the time darkness set in the flames had reached an enormous height, and for miles around the whole landscape was illuminated, while the sky was tinged with a red glow. Vivid flashes of lightning which played incessantly last night added to the grandeur of the scene, which attracted hundreds of spectators.

The Lai-chi-kok installation comprises seven huge tanks, each 93 feet in diameter and 30 feet high, several gallons and staff residences. The tanks contain from a million to a million-and-a-quarter gallons of crude petroleum each, the contents of the one involved reaching the larger figure. Local regulations compelled the building of a concrete coffer-dam surrounding each tank to retain the oil in case of the bursting of the steel retainer, and it is due to two presence of these fire-walls that the destruction of the whole installation was not complete.

Had the burning fluid reached the sea it would have proved a serious menace to shipping and waterside buildings. When the outbreak was discovered the company's fire brigade got to work, but as it was out of the question to hope to subdue the flames with water their efforts were concentrated towards preventing the destruction of the remaining tanks and the buildings, in which over 4,000,000 gallons of crude petroleum and other inflammable oils and spirits are stored in case.

It was realised that there was grave danger of the other tanks becoming overheated and exploding, and when the Hongkong Government fire boats arrived they directed huge streams of water on to tanks No. 4 and No. 5, which are only some thirty feet distant from the fire.

At the same time powerful pumps were set to work drawing off the oil from the bottom of No. 5 tank to others in the group, the petroleum being cooled before it was allowed to mix with the other fluid. The oil in the blazing tank stood at 27 feet at the time of the outbreak, and as the pumps, working at full speed, were able to lower it some nine inches an hour, it will be readily seen that the fire is likely to last some hours yet.

The greatest precaution had to be taken to prevent the transferred oil reaching flash point, and its temperature was constantly taken.

It is estimated that if the efforts to confine the fire to No. 5 tank are successful the loss will be covered by about \$200,000. Should the fire spread the damage is likely to be enormous, as the remaining tanks contain over 4½ million gallons of oil, and the value of the buildings is considerable.

Last night the works manager's house, which is quite near the blaze, several times caught fire, but by prompt work the brigades got the flames under.

Early in the afternoon trouble was experienced in obtaining coolies to take the case off from the godowns to a safe place, the firemen refusing to work unless they were paid at an exorbitant rate so the management got into touch with the military authorities. Realising the great danger to property the authorities detailed one hundred men of the 25th Punjabis to assist, their number later being increased to 400. By eight o'clock last night they had transferred over 75,000 gallons of naptha and turpentine to a safe position on the water-front.

Under the terrific heat the steel framework of the involved tank buckled, and shortly before 8 o'clock last night the top fell in, the blazing fluid running into the coffer-dam.

Hundreds of residents on the Kowloon peninsula, went out to Shamshuipo and along the Tai Po Road to watch the fire, and when darkness fell were rewarded by a magnificent spectacle.

This morning the oil was burning more fiercely than ever, the flames, visible from Hongkong, ascending to a great height.

It was rumoured in the city this morning that the fire had spread from No. 5 to other tanks, but on inquiry at the company's offices we were assured that this is not the case.

The superintendent's house soon became untenable, and though it has been only slightly damaged by fire the whole of the interior has been affected by volumes of water poured upon it. The superintendent and his family have been removed to the King Edward Hotel.

It was anticipated that the oil in the burning reservoir would be exhausted during the night, but at the time of writing the flames and smoke were still visible from the island the fire apparently burning as fiercely as ever.

### THE FRUIT SEASON.

POWELL, complete is sure to be prevalent during the fruit season. Be sure to keep a bottle of Chamberlain's Cough Remedy and Diarrhoea Remedy on hand. It may save a life. For sale by all Chemists and Storekeepers.



## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE ULSTER CRISIS.

## WARSHIPS ON THE SCENE.

LONDON, April 28.  
General Macready, Director of Personal Services at the War Office, has taken over the command of the police in the Belfast district.

## Warships at Larne and Lamlash.

Five warships arrived at Larne yesterday, and played searchlights on the town, and on the entrance to Belfast Lough.

The Daily Mail states that six dreadnaughts, including H.M.S. Collingwood, with the Prince of Wales on board, arrived at Lamlash yesterday.

## Police Reinforced.

The Daily News states that the Ulster police have been reinforced, and have been ordered to search motor-cars, and to arrest the occupants if any arms are found.

## Lord Roberts and Sir E. Carson.

The Daily Telegraph says that Lord Roberts visited Sir E. Carson yesterday, and that they have been seeing each other fairly frequently of late.

## A Victim.

The Ulster Volunteers have opened a fund for the family of the dead coast-guard.

## Pebble Rumours.

Belfast telegrams state that it is rumoured that certain troops ordered north during the week-end asked conditions of service. They were prepared to mobilize, but refused to wage war against Ulster or shoot those under the flag. Consequently, the orders were cancelled.

## Arms from America?

Londonderry telegrams state that a steamer was noticed off the Donegal coast. She put into Lough Willy and has been discharging cargo into fishing boats during the past three nights. The Nationalists of Londonderry say that the steamer carried arms from America for the Nationalists.

## Cabinet and the Situation.

The Cabinet has resumed consideration of the Ulster situation. It is understood that they considered reports from Mr. B. Brall and General Macready at Dublin.

## Mr. A. Chamberlain's Diatribe.

In the House of Commons, Mr. Austen Chamberlain submitted the resolution, moved on 23rd inst., to the effect that an impartial inquiry into the Army movements in Ulster be made. Mr. Chamberlain emphasised that the Government refused to publish the instruction given to General Paget or what General Paget told the officers. He (Mr. Chamberlain) proceeded to accuse Ministers of "grossly, flagrantly and inaccurate statements." They seemed, said the Rt. Hon. Gentleman, as regards naval movements unable to distinguish truth and untruth. Indeed the whole story of the Government was incredible, while the talk about stores was mere pretence to cover a movement of overwhelming force with a view to coercing Ulster subsequently. He demanded a full and impartial inquiry (cheers).

## Mr. Churchill's Spirited Reply.

Mr. Churchill said that the resolution was the most audacious vote of censure and the most impudent demand for judicial inquiry on record. Complaints, he said, should come to Court with clean hands, but there were Sir E. Carson and Captain Craig fresh from gun running exploits. Subsequent events had proved fatal to the motion. It looked like the criminal classes moving censure on the police. (Opposition) cries "You haven't arrested the criminals!" Mr. Churchill asserted that the Conservatives were committed to tampering with both the Army and the Navy. He asked them to think how these doctrines would apply to India and Egypt.

## BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE ULSTER CRISIS.

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## CHAMBER OF COMMERCE.

(Reuter's Service to the China Mail.)

## THE YEAR'S ACTIVITIES.

## THE PRESENTATION OF PRIZES.

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## SHIPPING

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS:

## MARSEILLES &amp; LONDON.

Connecting Steamer from Yokohama	Steamer to Colombo	Leave Shanghai May	Leave Hongkong May	Connecting Steamer to Colombo and London	Due at Marseilles May	Due at London May
Apr. 30	ASSAYE	May 1	May 2	MOULTAN	June 5	June 11
May 14	INDIA	May 15	May 16	MORRE	June 20	June 26
May 28	DEVANHA	May 29	May 30	MALAGA	July 4	July 10
June 11	DELTA	June 12	June 13	MARMORA	July 18	July 24
June 25	HIMALAYA	June 26	June 27	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 10	July 11	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 24	July 25	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 7	Aug. 8	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN	FARES
"A"	"B"	"C"	"D"	"E"	"F"
£97.	£89.	£83.	£80.	£76.	£72.
£91.	£83.	£76.	£72.	£68.	£64.
£85.	£76.	£68.	£64.	£60.	£56.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Sourabaya	Due at Marseilles	Due at London
NAMUR	Apr. 28	May 7	May 13	May 19	June 16	June 26
NOVARA	May 26	June 4	June 10	June 16	July 14	July 24
NELORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
KHIBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGAYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
SLIK	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.  
FARES TO LONDON  
1st SALOON £50 SINGLE, £75 RETURN.  
2nd " £35 " £50 "  
FARES TO MARSEILLES  
1st SALOON £46 SINGLE, £71 RETURN.  
2nd " £31 " £46 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE LINES ARE SUBJECT TO A SURTAX OF 10%.  
For further particulars apply to  
E. A. HEWETT,  
Superintendent.

NORDDEUTSCHER LLOYD,  
BREMEN

## IMPERIAL GERMAN MAIL LINES.

STEAMERS	Tons	To Suez
WAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	17,300	TUESDAY, 28th April, at 2 p.m.
SHANGHAI, TSINGTAU, LUTZOW, HOBBS & YOKOHAMA	17,300	THURSDAY, 30th April, at 2 p.m.
MANILA, AUCKLAND, MARON, NEWQUINEA, BRISBANE, SYDNEY & MELBOURNE	17,300	SATURDAY, 16th May, at 9 a.m.
KOBE	17,300	TUESDAY, 28th April, at 8 a.m.
JESSELTON, KUDAT AND BORNEO, SANDAKAN	17,300	MONDAY, 11th May, at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

## FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

STEAMSHIP	about 1914
ALTAIR	25th May.
DURENDART	8th June.
HELIGOLAND	2nd May.
BORKUM	21st May.

NORDDEUTSCHER LLOYD,  
MILNERS & CO.,  
GENERAL AGENTS.

## SHIPPING

## AUSTRIA LLOYD.

Under Mail Contract with the Austrian Government  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
Via Straits, Colombo, Aden, Suez, Port Said.  
S.S. BOHEMIA, 7,900 tons, will leave as above on 15th May at 4 p.m.  
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £38, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).  
Via Straits, Colombo, Aden, Suez, Port Said.  
S.S. PERSIA, 12,500 tons, will leave as above about 4th May.  
Three Steamers, of large tonnage are fitted with comfortable one class accommodation for 1st class passengers. No extra, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

RAILWAY FARES Triest-London. By Simplon Express.  
Via Venice, Milan, Simplon, Lugano, Paris, Calais, or Boulogne, Class I £11, II £8.11.  
Via Venice, Milan, St. Gotthard, Lugano, Basel, Lake, Calais or Boulogne, Class I £11, II £8.11.  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £11, II £8.11.  
Via Munich, Cologne, Frankfurt, Class I £11, II £8.11.

TO SHANGHAI:  
S.S. BOHEMIA, 7,900 tons, will leave as above on 1st May, at 6 a.m.  
FARES: Hongkong-Shanghai, 1st Cl. £8, 2nd £4, 3rd £2.

TO KOBE via SHANGHAI, YOKOHAMA.  
S.S. NIPPON, 13,950 tons, will leave as above about 2nd May.  
Cargo takes at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.  
SANDER, WIELER & CO., Agents, Prince's Building.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

TRANSPACIFIC LINE.  
THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.  
Connecting at TACOMA & SEATTLE with  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.  
Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.  
Steamers  
"CANADA MARU" ..... H. Yamamoto ..... Wednesday, 29th April at Noon.  
"TACOMA MARU" ..... T. Hanada ..... Thursday, 14th May at Noon.  
"PANAMA MARU" ..... T. Kanada ..... Wednesday, 27th May at Noon.  
"SEATTLE MARU" ..... T. Sato ..... Thursday, 11th June at Noon.  
"MEXICO MARU" ..... N. Kobayashi ..... Wednesday, 24th June at Noon.  
"CHICAGO MARU" ..... L. Goto ..... Thursday, 1st July at Noon.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOCHI & YOKOHAMA.  
Calling at MOJI, KOBE, YOKOCHI & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

## JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.  
Steamer Captain Leaving  
"INDO MARU" ..... K. Komiyama ..... Friday, 8th May at a.m.  
"JAYA MARU" ..... D. Fuchigami ..... Saturday, 9th May at a.m.  
"SAIGON MARU" ..... T. Yamaguchi ..... Sunday, 10th May at a.m.  
"ANNAN MARU" ..... T. Takemura ..... Monday, 11th May at a.m.  
For MOJI, KOBE & YOKOCHI.  
Steamer Captain Leaving  
"SAIGON MARU" ..... T. Yamaguchi ..... Tuesday, 12th May at a.m.  
"LUZON MARU" ..... T. Miyata ..... Wednesday, 13th May at a.m.  
"INDO MARU" ..... K. Komiyama ..... Thursday, 14th May at a.m.

## CHINA AND FORMOSA LINE.

For TAMSUI via SWATOW & AMOY.  
Steamer Captain Leaving  
"DAIJI MARU" ..... S. Tokunaga ..... Sunday, 3rd May at Noon.  
"DAIJI MARU" ..... D. Murakami ..... Sunday, 10th May at Noon.  
For POOCHOW via SWATOW AND AMOY.  
Steamer Captain Leaving  
"KAIJO MARU" ..... Y. Yamamoto ..... Wednesday, 6th May at 2 p.m.  
For ANPINO & TAIKAO via SWATOW & AMOY.  
Steamer Captain Leaving  
"BOSHU MARU" ..... K. Hattori ..... Thursday, 8th April at 10 a.m.  
For CANTON.  
Steamer Captain Leaving  
"BOSHU MARU" ..... K. Hattori ..... Friday, 9th April at 10 a.m.

These Steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fan.  
These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).  
For further information, apply to  
Z. KAMIYA, Manager  
Second Floor, No. 1, Queen's Building.

## PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	F. S. McMurray	Manila, Mangarin, Cebu & Iloilo	Saturday, May 2, at 4 p.m.
RUBI	4,000	J. Miller	Manila, Mangarin, Cebu & Iloilo	Monday, May 12, at 4 p.m.

Passengers holding round trip tickets may return by any Steamer of the Pacific Mail S.S. Co., Tokyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.  
Electric Light and Fan in every Cabin. Competent Stewardess carried.  
For freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

WELLINGTON KNIFE POLISH  
WELLINGTON SILVERSMITHS  
BLACK LEAD SOAP  
POLYBRILLIANT METAL POMADE  
NEVER BECOMES DRY, HARD LIKE OTHER METAL PASTES

## SHIPPING

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.  
From Hongkong: 29th April. Connecting with "GUJARAT" 17th May.  
Excellent Accommodation for 1st and 2nd Class Passengers.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment office, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS  
From Hongkong S.S. "SALAMIS" about 25th of July.  
First Class Accommodation for "Passengers"  
Fitted with Wireless Telegraphy.  
For Rates of Freight and Passage, apply to  
THE BANK LINE, LIMITED,  
Managing Agents.

## HONGKONG--NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL  
(With liberty to call at the Malabar Coast).  
FOR BOSTON & NEW YORK.  
S.S. CHALISTER ..... on or about 15th May.  
For Freight & further particulars, apply to  
DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO. LTD.  
AND APAR RIVER.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
KUTSANG	April 30.	"UMFULI"	5 June.
TOHILLA	May 19.		
DILWARA	May 14.		

For Freight and further particulars apply to  
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI  
(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.  
Sailing  
S.S. RIOJUN MARU, For Moji, Kobe & Yokohama ..... 9th May.  
S.S. HOKUTO MARU, For S'pore, Batavia, O'bon, Samarang & Sourabaya ..... 25th May.  
S.S. BANRI MARU, For Moji, Kobe & Yokohama ..... 10th June.  
S.S. RIOJUN MARU, For S'pore, Batavia, O'bon, Samarang & Sourabaya ..... 25th June.  
For Freight or Passage apply to  
DODWELL & CO., LTD., Agents.

## HAMBURG-AMERIKA LINIE

Deutsche Dampfschiffahrts-Gesellschaft "HAPAG".  
REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO.  
To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK AND FROM MANILA, HONGKONG & JAPAN to VANCOUVER (B.C.) AND PORTLAND (Or.).

TAKING Cargo as through Bills to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports, and North and South American Ports.

Outward	Homeward
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## NOTICES TO CONSIGNEES

BARBER LINE OF STEAMERS  
NOTICE TO CONSIGNEES  
THE STEAMSHIP "JURWA"  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st prox. will be subject to rent.  
All claims against the steamer must be presented to the Underwriter on or before the 26th prox. or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 11 a.m.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by DOUGLASS & CO., Ltd., Master Agents.

PACIFIC MAIL STEAMSHIP CO.  
NOTICE TO CONSIGNEES  
FROM SAN FRANCISCO AND JAPAN PORTS.  
CONSIGNEES of CARGO per Steamship KOREA.  
The above-mentioned vessel having arrived, consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of cargo from the Godowns, forwarding discharges will be issued immediately at Consignees' risk and expense.  
Cargo remaining on board FRIDAY, May 1st, 1914, at noon will be landed at Oni Island risk and expense.  
On Cargo remaining undelivered on MONDAY, May 4th, 1914, at 5 p.m. will in addition to landing charges be subject to storage charges.  
No Fire Insurance whatever will be effected.  
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on MONDAY, May 4th, 1914, at 10 a.m.  
No claims will be entertained unless accompanied by short delivery note or Bill of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.  
All claims must be filed on or before May 28th, 1914, otherwise they will not be recognized.  
R. C. MORTON, Agent.  
Hongkong, April 28, 1914.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship "LORAIN", having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo, impeding the discharge or remaining on board after noon the 24th inst., will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected. Bill of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, April 28, 1914.

## THE CHINA MAIL.

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All matter for publication should be written on one side of the paper only.  
No anonymously signed communications have already appeared in any other paper will be inserted.  
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